

# USS HENRICO APA 45



W  
C

ESTPAC

CRUISE 1961-62



The USS HENRICO (APA-45), formerly the S.S. SEA DARTER, converted to an attack transport on 24 June 1943. The ship, named for Henrico County, Virginia, had CDR [unclear] steamed to the United Kingdom. While engaged in amphibious training exercise at [unclear] conditions during a heavy air attack on the night of May 28. The following month [unclear] Normandy. In October the HENRICO returned to the United States for overhaul and [unclear]. The following April, while the ship was retiring for the night, a twin-engine "Francis" [unclear] pound bombs penetrated several decks before exploding on the main deck, port side [unclear] in tow. She was towed to an anchorage in Kerama Retto Harbor, Okinawa. Among [unclear] Commander, and the Troop Commanding Officer.

After minor repairs the HENRICO sailed under her own power for the United States [unclear] days of armistice with Japan. Operations immediately after the war included participation [unclear] seas. Later the ship participated in Operation Crossroads at Bikini.

The Korean Action again found the HENRICO busy. In July 1950 she sailed from the [unclear] tember she participated in an assault landing at Inchon. Two landing operations at W [unclear] visit to Hong Kong where she participated in ceremonies marking the death of King [unclear] Operation Big Switch, the moving of Communist North Korean prisoners from K [unclear]. The HENRICO was among the ships which evacuated the Chinese Nationalist Forces from [unclear]. HENRICO visited Bangkok, Manila, Hong Kong, and Keelung on a special "People to People" [unclear] operations and made a one month trip to Tacoma, Washington. On June 24 she again [unclear] Missions, orphanages, and schools. As well, she carried the 2nd Battalion, 7th Marine, [unclear] supplies at Inchon and the next day embarked the First Battle Group, 32nd Infantry, for [unclear] with the First Marine Expeditionary Brigade embarked.

The ship sailed for WESTPAC on 16 October 1961 via Hawaii where she participated in [unclear] a SEATO demonstration, and returned to CONUS in May 1962.





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port with flagship accommodations, was built in 1942 and 1943, and was com-  
N H. WILLIS as her first Commanding Officer. In February 1944 the HENRICO  
land, England, the HENRICO opened fire for the first time under actual battle  
ip participated in the largest amphibious operation in history, the invasion of  
roceeded to the Western Pacific for participation in the invasion of Okinawa.  
ize bomber crashed into the starboard side of the navigation bridge. Two 250  
e USS HOBSON and the USS SUFFOLK stood by to assist and take the ship  
y-one people killed that day were the Commanding Officer, the Division

August 1945 she proceeded to Leyte, where she was anchored during the first  
e Magic Carpet Operations: The returning of U. S. Servicemen from over-

es with units of the 5th Marine regiment, which she landed at Pusan. In Sep-  
North Korea, followed in October. In February 1952 the ship made a 15 day  
e VI of England. In 1953 she proceeded to Koje Do, Korea, to participate in  
o Inchon pursuant to the armistice agreement.

the Tachen Islands in February 1955. On her trip to WESTPAC in 1959 the  
tour. During the first six months of 1960 the ship participated in three amphibi-  
ed for WESTPAC carrying with her five tons of clothes and supplies for Korean  
she took to Okinawa. On September 4 the ship off loaded the clothes and  
ration Jelly Roger. In November the ship participated in Operation Packboard

ration Silver Sword. She also took part in Operation Tulungan in the Philippines.











FLAGSHIP, AMPHIBIOUS SQUADRON ONE







ELDRED DEVLIN MOORE  
GMI, U. S. Navy

# I N M E M O R Y O F

Eldred Devlin Moore was born on 10 November 1922 to Mr. and Mrs. Reginald Moore of Memphis, Tennessee, and grew up there along with his three brothers and two sisters. He attended Tech High School in Memphis. His Navy career was begun at his hometown Recruiting Station on 13 November 1940. He went to Norfolk, Virginia for Boot Camp. From there, it was out to the blue Pacific to serve during World War II. Moore's duty stations during the war included USS WHARTON, USS HYDE, USS SOUTHERLAND, and USS SWENSON. His time for Uncle Sam drew to a close on 29 December 1946, and he received an honorable discharge from the U. S. Navy. The call of the sea was too strong, and he signed up again in June 1947. This time, his service was in the Atlantic, on USS COLUMBUS (CA 74). Upon completion of this tour of duty, he drew two years shore duty in Bremhaven, Germany, and then back to sea on USS CECIL (DDR 835). After two years shore duty at NAS, Norfolk, he was transferred to USS MEGARA (ARVA-6), and then to USS RANDOLPH (CVA 15). His first amphibious duty was on USS CHILTON (APA 38). In February 1960, he came aboard HENRICO, and served until he departed for the uncharted sea on 14 June 1961.



# I N M E M O R Y O F



SAMMIE LEE WATKIN  
SD3, U. S. Navy

Sammie L. Watkin was born on 11 May 1926 at West Blocton, Alabama. He joined the Navy on 28 September 1944 at the U. S. Navy Recruiting Station, Chicago, Illinois. He was transferred to the Naval Training Center, Bainbridge, Maryland for Recruit Training. After the regular tour of Boot Camp, he served as SD2 at the Naval Air Station, San Diego, California. In 1946, he was transferred to the U. S. Naval Air Facility, Point Mugu, California. After serving in Fighter Squadron 6, San Diego from January 1947 until September 1948, he was reassigned to Fighter Squadron 52. Watkin's first sea duty, which began on 1 May 1950, was aboard USS VALLEY FORGE (CV 45). After 17 months at sea, he was reassigned to VF-52. His first brush with the Amphibious Navy came in May 1956, when he reported aboard USS RENVILLE (APA 227) for duty. After RENVILLE, came a tour of regular shore duty at the Fleet Sonar School. He reported aboard HENRICO on 21 October 1960, where he served in the best tradition of the U. S. Navy until he was transferred to the U. S. Naval Hospital, San Diego on 10 October 1961. He sailed to join the Master Mariner 13 October 1961.





COMMANDING OFFICER, USS HENRICO



## CAPTAIN RICHARD M. HAYES, U. S. NAVY

Captain Richard M. Hayes, USN, Commanding Officer, USS HENRICO (APA 45) was born in Pittsburgh, Pennsylvania in 1914. Prior to entering the U. S. Naval Academy, Captain Hayes attended Carnegie Institute of Technology for one and a half years.

Following his graduation from the Academy in 1938, Captain Hayes was assigned to the VINCENNES (CA 44). He served as Assistant Navigator and Signal Officer until June 1939 when he reported to the LAMSON (DD 367). During his tour of duty aboard the LAMSON he served in a variety of billets including Commissary Officer, Communications Officer, Gunnery Officer and Executive Officer.

From August 1943 to June 1944 Captain Hayes served on the staff of Commanding Officer Training Command Pacific Fleet as Gunnery Officer. He then reported aboard the ROOKS (DD 804) as Executive Officer. One year later he received his first command, HOPEWELL (DD 681). He held this command until July 1946 when he was assigned to the Staff of the Reserve Fleet at Long Beach, California. In July 1947 he reported for duty with the Fleet Training Group in Long Beach.

After completing the senior course at the Marine Corps School, Quantico, Virginia, he was assigned duty as an instructor at the Command General Staff College at Fort Leavenworth, Kansas in June 1949.

In July 1951 he returned to sea duty when he reported aboard the ZELLERS (DD 777) as Commanding Officer. He held this command until August 1953 when he reported for advanced instruction at the Naval War College, Newport, Rhode Island.

Upon completion of the course in June 1954 Captain Hayes became head of the Office of Naval Intelligence's Far East Unit. After serving in this position one year, he was appointed to Head of the Foreign Branch. He served in this capacity until he assumed command of Amphibious Control Squadron TWO in November 1956, relieving Commander Richard E. BABB.

Captain Hayes was promoted to the rank of Captain on 1 July 1957. He was transferred to Detroit, Michigan in December 1957 where he assumed command of the U. S. Navy and Marine Corps Reserve Training Center.

Captain Hayes relieved Captain J. L. Rhodemyre, USN as Commanding Officer, USS HENRICO (APA 45), on 27 January 1961. He holds the Bronze Star with Combat V and the following campaign and service medals: Pre-Pearl Harbor, 1 star; American Area; Asiatic-Pacific, 4 stars; World War II Victory; Occupation Medal and the National Defense Medal.



# AMPHIBIOUS



COMMANDER AMPHIBIOUS SQUADRON ONE  
CAPTAIN JACOB T. BULLEN, JR., USN

Captain Bullen assumed command on 1 December 1960, and was relieved by Captain Earl R. Crawford on 25 January 1962.

He was born in Montgomery, Ala. on June 8, 1911 and attended high school in Shreveport, La. He entered the U. S. Naval Academy in June 1930, and was graduated in the class of 1934.

He served on USS COLORADO, USS BORIE, USS AUGUSTA, USS VEGA and USS MISSISSIPPI from June 1934 until October 1942. He served in the Bureau of Naval Personnel until March 1944, when he received his first command, the destroyer, USS BURNS. Under his command, BURNS took part in the Marianas, Western Carolines, Leyte, Luzon and Borneo operations. He received the Silver Star Medal, and the Bronze Star Medal with Combat "V" during these operations.

Following the war, he served on the staff of CINC PACFLT, and then commanded USS BOLE. He returned to the Bureau of Naval Personnel in 1949. He commanded Destroyer Division 162 from July 1952 to August 1953.

Captain Bullen was graduated from the National War College in June 1954, then reported for duty as assistant head of the Current Plans Branch for the Chief of Naval Operations. He commanded USS SEMINOLE, then served as assistant chief of staff for operations, COMPHIBLANT, then with the Joint Chief of Staff in the Pentagon, before becoming Commander Amphibious Squadron One.



# SQUADRON ONE



COMMANDER AMPHIBIOUS SQUADRON ONE  
CAPTAIN EARL R. CRAWFORD

Captain Crawford was born in Peru, Indiana, on 2 May 1913. He attended the U. S. Naval Academy and was graduated on 4 June 1936. His first duty station was USS WEST VIRGINIA. He reported to the Submarine School, New London, Conn. in 1939, and was promoted to Lieutenant (junior grade).

He served on the submarine USS S-46, and was promoted to the rank of Lieutenant in January 1942. He assumed command in August 1942, and was promoted to Lieutenant Commander in May 1943. In 1944 he served on the Staff of Submarine Squadron Ten, and was promoted to Commander in March 1944. He then commanded USS RONCADOR (SS-301) and USS BLUEBACK (SS-326).

In 1949 he was ordered to the Office of Naval Operations, and was detached in 1951. He served on the Staff of Submarine Squadron Eight, and in 1953 as Executive Officer of USS NORTHAMPTON (CLS-1). He was promoted to Captain in October 1954 while attending the U. S. Naval War College in Newport, Rhode Island.

Captain Crawford served with the Bureau of Naval Personnel in Washington until 1957. He commanded USS TULARE (AKA 112) from September 1957 until 1958, when he reported as Chief of Staff for Commander, Cruiser Division Three. He then served as Chief of Staff for Commander, Amphibious Training, Pacific until reporting to his present billet as Commander, Amphibious Squadron One.





J. F. STANFILL, JR.  
Commander, U. S. Navy

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A. L. ADKINS  
Commander, U. S. Navy

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SUPPLY  
LCDR G. L. MATSON

# DEPARTMENT



OPERATIONS  
LCDR J. C. MEETZE



DECK  
LT A. A. EVANS



MEDICAL  
LT R. S. KEPNER



DENTAL  
LT D. D. KINSER



ENGINEERING  
LT R. W. BRIGGS, JR.

# HEADS



NAVIGATION  
LTJG J. R. CHAPMAN



# OFFICERS SHIP'S COMPANY



FRONT ROW: Ltjg Chapman, Lt Briggs, Lt Kepner, LCDR Matson, CDR Stanfill, LCDR Meetze, Lt Evans, Lt Kinser; SECOND ROW: Ens Mauldin, Ens Sellars, Ens Hall, Ens Chase, Ens Mitchell, Ens Eichenbaum, Ens Meyer, Ens Shea, Ens Gulla, Ltjg Miles; THIRD ROW: Ltjg Slemp, Ens Reust, 1st Lt Mann, CWO Lee, CWO Worrells, Ltjg Dailey, Ens Barron, Ltjg Hicks. NOT SHOWN: Ltjg Singer, Ltjg Kretschmar, Ens Dillon, and CWO Leamons.

## STAFF



FRONT ROW: CDR Sansoucy, Commodore Crawford, CDR Adkins; SECOND ROW: LCDR Bremmer, Ltjg Miller, Ltjg Tanner, Ltjg Tutt, Ltjg Frasier, Lt McQuaid, Lt Furgerson, Capt Saucier; THIRD ROW: Lt Doeschot, Ltjg Allwein, Ltjg Rohan, Ltjg Knachel, Ltjg Mustard, LCDR Carmody. NOT SHOWN: CDR Belch.



# CHIEFS



## FIRST CLASS MESS





# DECK



T. E. BARRON  
ENSIGN, USNR



J. M. COVINGTON  
BMI, USN



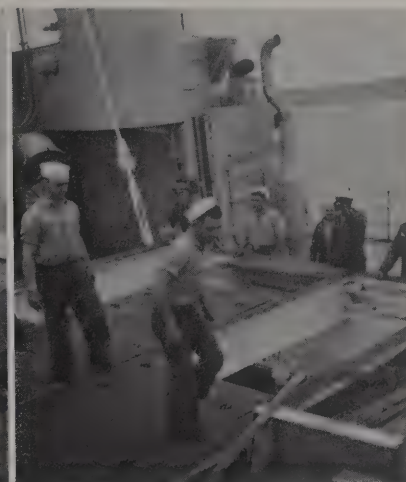




SWEEPERS MAN YOUR BROOMS.



WHAT, ME WORRY?



HUP, TWO, THREE . . .



WHERE DID IT GO?  
WHAT'S MY LINE?



HIGH AS A BIRD



CAN I PLAY TOO?



TYPICAL BOATSWAIN



HONG KONG TAILORS



LAY BACK ON FOUR!





J. L. CHASE  
ENSIGN, USNR

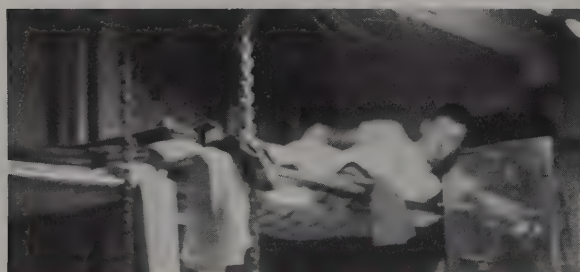
# 2ND



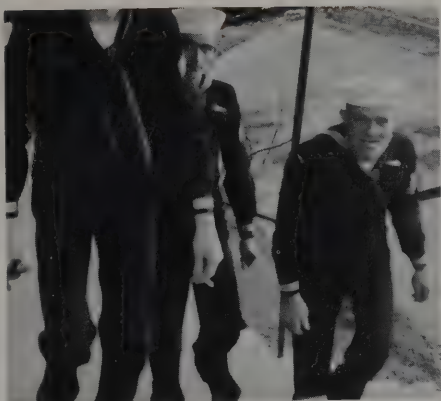
"DECK TECHNICIANS"



J. E. MARTIN, BMI  
LEADING P.O.



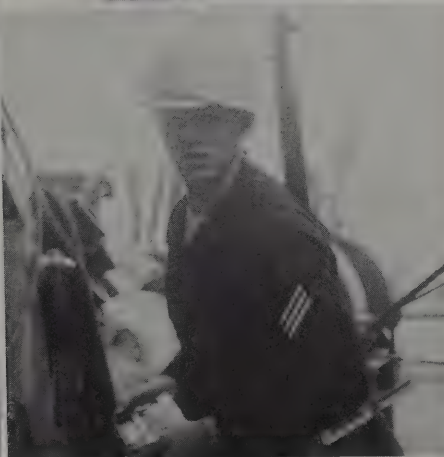
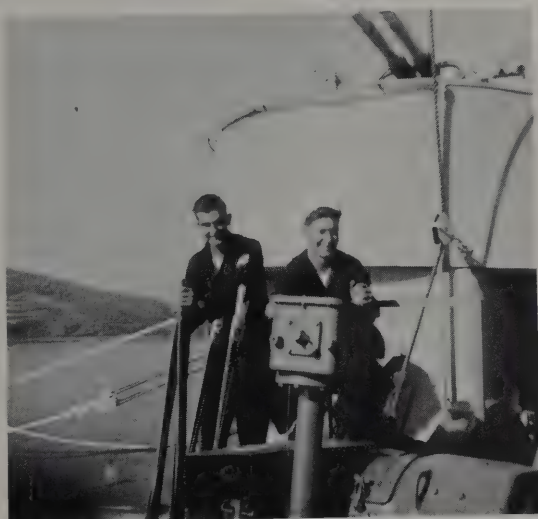




THE LIBERTY I SHOULDN'T HAVE . . .  
UP TWO . . . . . WHAT?



DON'T SAY IT KIRCHMAN



STANDING A TAUT WATCH



SECOND DIVISION PIN-UPS

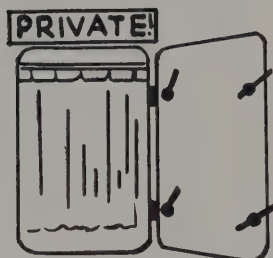




# 3RD



J. SELLARS  
ENSIGN, USNR



DECK GEAR LOCKER ??



"A" "C" PATTERSON  
BMI, USN







JUMP! JUMP!



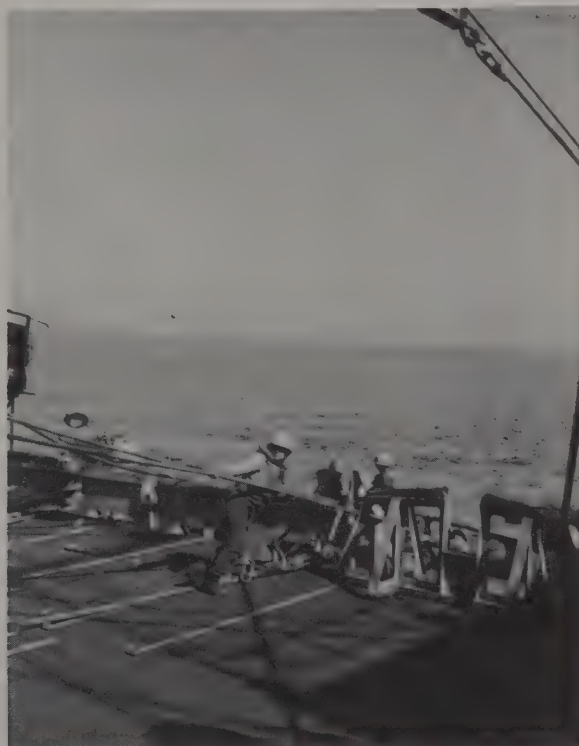
NEED ANY HELP?  
STOMACH IN, CHEST OUT.



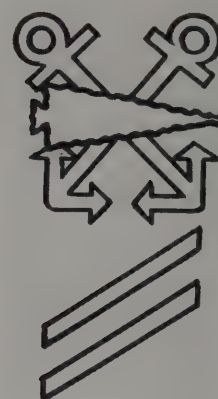
ALL RIGHT, GET OFF YOUR BITTS AND GET TO WORK.



SURE IS A STUBBORN MULE.







R. M. DAILEY, JR.  
LTJG, USNR



E. D. REUST  
ENSIGN, USNR

**BG**



C. J. DILLON  
ENSIGN, USNR







NOT ME, CAPTAIN



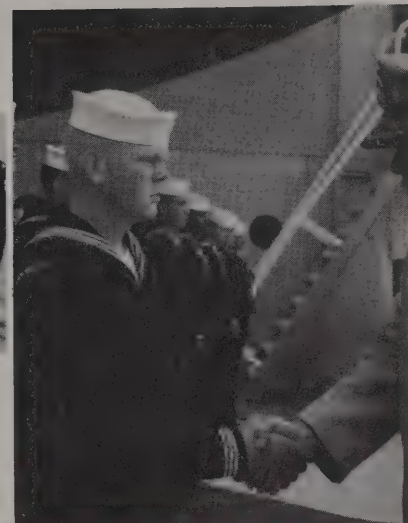
WHICH IS THE BEACH, ROBBIE?



PRIZED POSSESSION



OFF TO THE WARS



SIESTA TIME



HA, I CAUGHT YOU.



WHEW, THAT WAS CLOSE!



TURNING TO



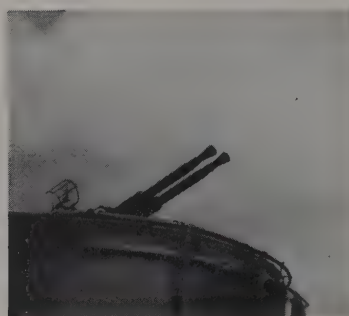
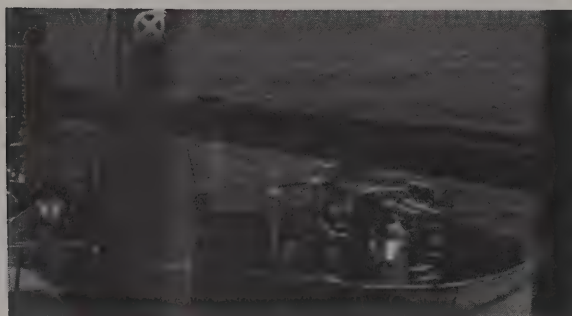


M. R. HALL  
ENSIGN, USNR

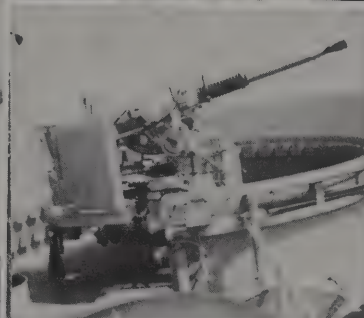
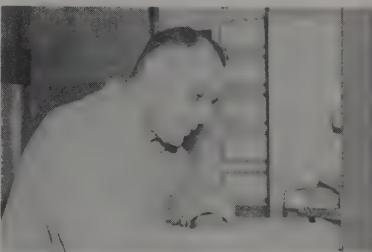
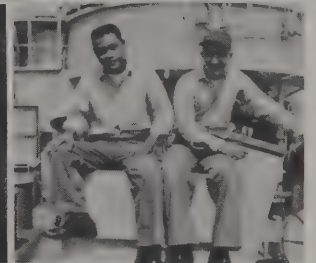
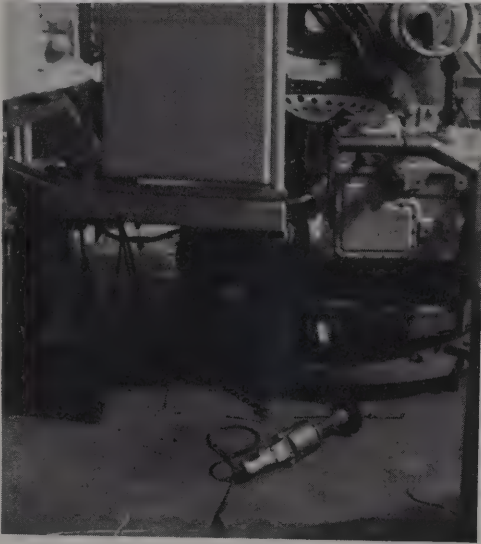
“O”



G. O. SMITH  
GMGCA, USN











F. A. SLEMP  
LTJG, USN

A



P. F. ESTEPA  
ENI, USN

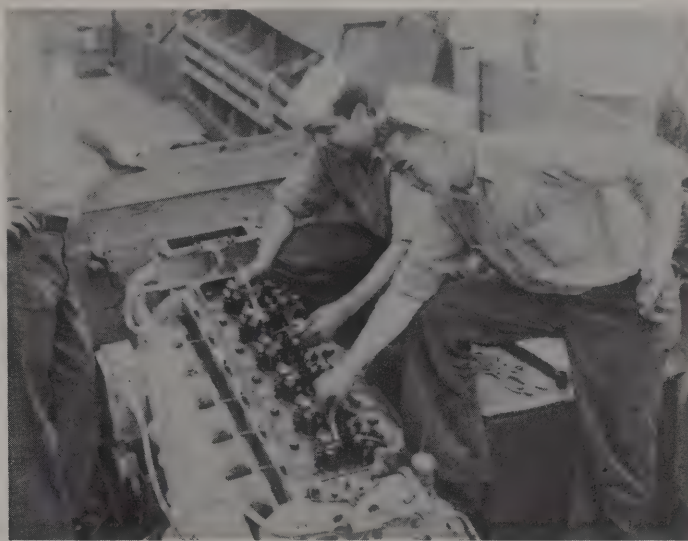


# ENGINEERING

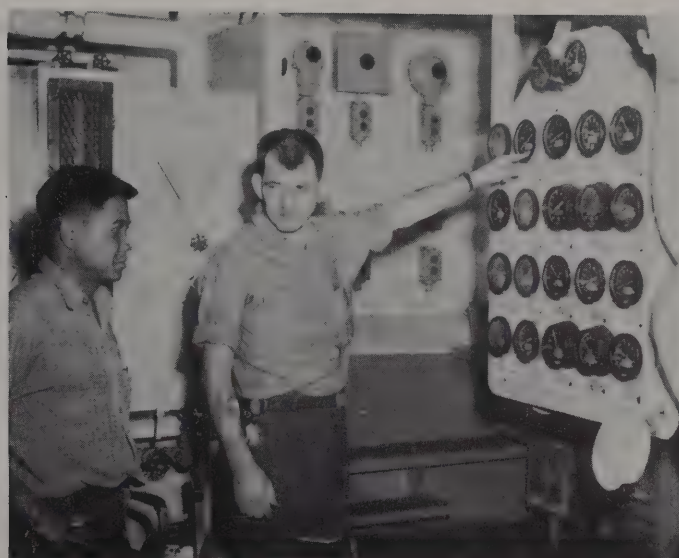




I KNOW I HID IT UP HERE SOMEWHERE

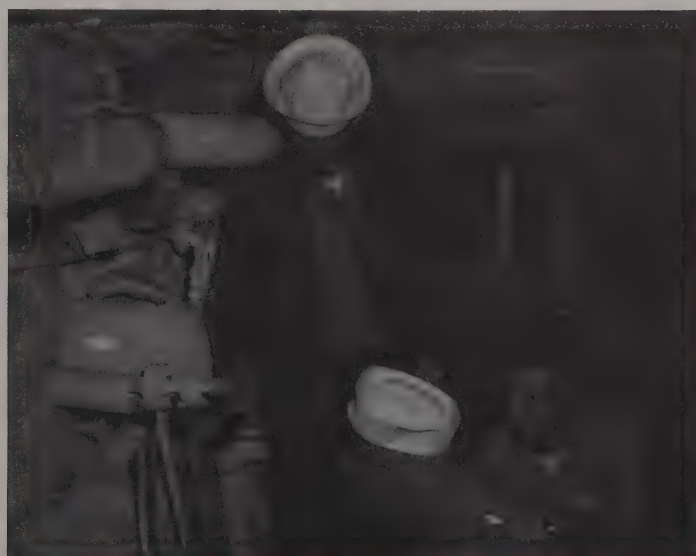


IS THIS A POSE OR WHAT?



IT SEZ RIGHT HERE . . .

GOSH, IT'S DARK DOWN HERE







A. M. WORRELLS  
CWO, USN

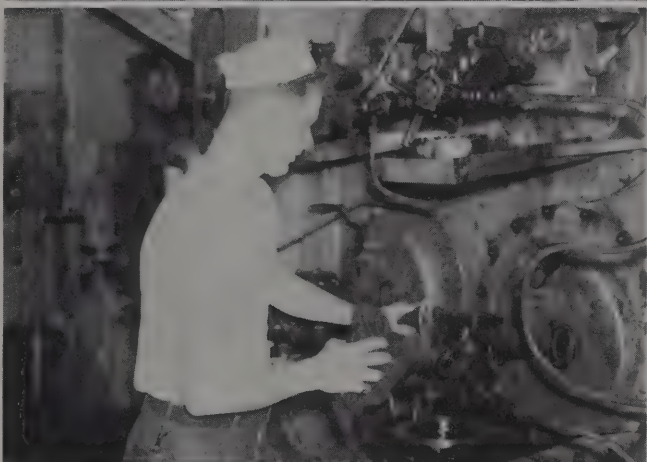
# B



L. E. MC GEE  
BTC, USN







I'VE NEVER SEEN THAT BEFORE



LET'S SEE NOW, HOW DOES THIS GO.



I KNOW IT'S DOWN THERE SOMEPLACE.

CELL 2549, DEATH ROW.







J. M. SHEA  
ENSIGN, USNR

# E



D. E. PATTERSON  
EMC, USNR (TAR)







WHERE'S THAT SHOOOOORT?



MY TURN



MOVIE CALL



PICK IT OUT, BILLY BIRD.



LET'S SEE, THE BIG HAND IS THE HOURS, NO, THE LITTLE HAND IS, OR IS IT . . .



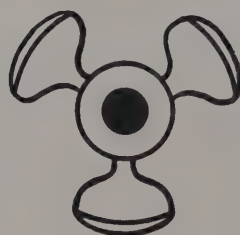


A. M. WORRELLS  
CWO, USN

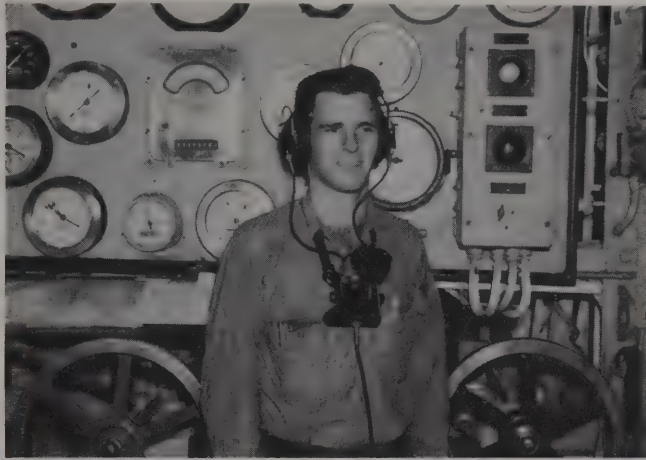
# M



W. L. JACKSON  
MMI, USN







RANDHAHN AT THE THROTTLE

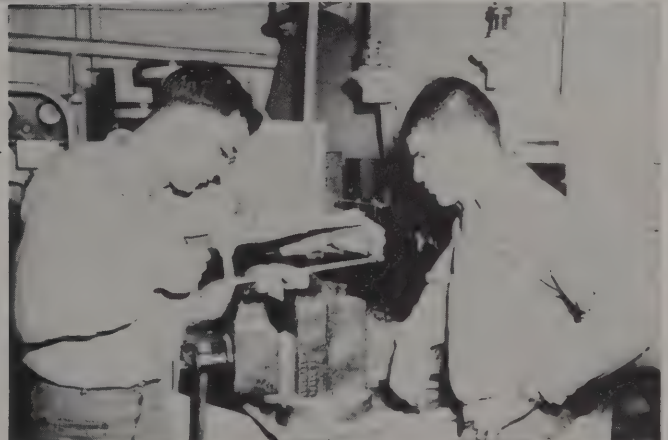
I'LL FIX IT!



LOG ROOM YEOMAN

I THOUGHT YOU KNEW

I CAN HACK IT!







F. E. LEAMONS  
CWO, USN

R



L. D. BUXTON  
SFC, USN



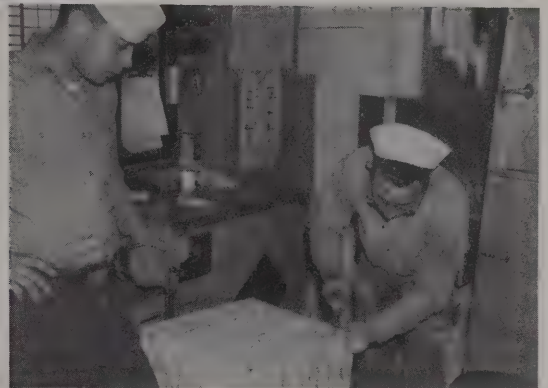




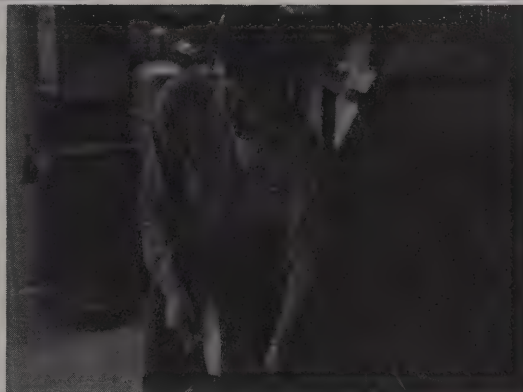
PULL, TAYLOR!



I CAN'T STAND TO LOOK



DON'T HIT THE WRONG NAIL



VILLAGE BLACKSMITH





# OPERATIONS



E. J. GULLA  
ENSIGN, USNR

OC



R. F. MITCHELL  
ENSIGN, USN







HE'S SAYING DO YOU HAVE ANY DIAPERS???



SENIOR COMM OFFICER



SMOKEY AT WORK.



JUST ONE LITTLE KISS

DO YOU KNOW HOW TO WORK THIS THING?



I JUST DON'T UNDERSTAND IT.

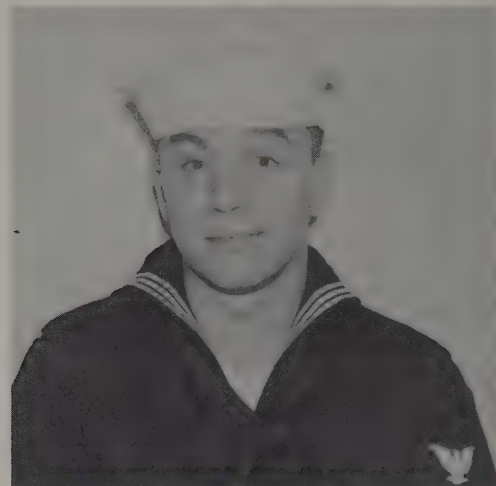






R. W. HICKS  
LTJG, USN

OI



J. B. FLYNN  
RDI, USN







REQUEST PERMISSION TO SCRUB COMBAT!



NEWLY BAPTISED, HONG KONG 1961



HOW MUCH YOU SPEAK?



SET THE SEA DETAIL



WHATTA YOU MEAN, CHEAP? IT'S MADE IN JAPAN.



CIC, READY, ALERT, ABLE



WHO SAID I NEVER WORK?



WHASH YOU MEAN, I'M SHQUARED AWAY.



SUPPLY



DEPT.

M. R. MILES  
LTJG (SC), USNR



A. G. GRANTHAM  
SKC, USN



H. E. DYE  
CSCA, USN







CHERRY PIE, ANYONE?



LET'S SEE, WHERE DID I PUT THAT HORSE?



MAKE MINE RARE



READY FOR LIBERTY CALL



CHOW DOWN



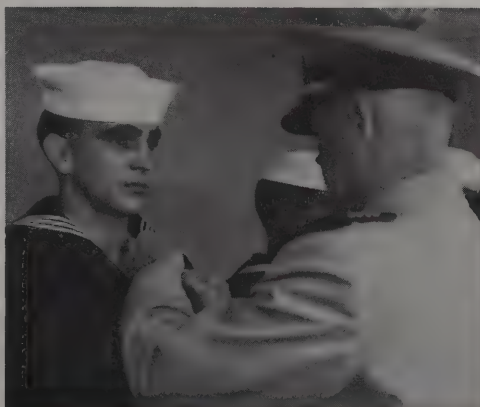
DEFINITELY A POSE



LET'S EAT  
CHANGE OF COMMAND



FOR VALOR, HEROISM . . .







J. MEYER, JR.  
ENSIGN, USNR

S-2



R. L. SKELTON  
SHI, USN







ONE DOLLAR, PLEASE.



A-33 GEAR



REMEMBER, TWO INCHES

THE MONEY MEN



A PRESSING MATTER

#### CLOTHING & SMALL STORES

**HATS** 5¼ - 6½  
7¾ - 8⅞

**SHOES** 4½ AAA  
6 ABC  
13 EEE  
14 XYZ

**SHIRTS** 28-32  
48-50

**TROUSERS**  
26 X 38  
42 X 22  
44 X 30

**WE ARE HERE TO  
SERVE YOU.**

CLOSED

#### DAYS OPEN

1. DAY BEFORE  
PAY DAY
2. ST. PATRICK'S  
GOOD FRIDAY  
HOURS
1. 0615 - 0630
2. 11:45 - 12:00
3. GENERAL DRILLS





F. A. SLEMP  
LTJG USN

S-3



V. M. MERFALLEN  
SDC, USN







MY SPECIALTY



OH BOY, MORE DISHES!!!



HAMBURGERS AGAIN?



SOUP, MY SPECIALTY.

HOW'S THIS FOR A POSE?



COME AND GET IT







F. J. SINGER  
LTJG, USNR

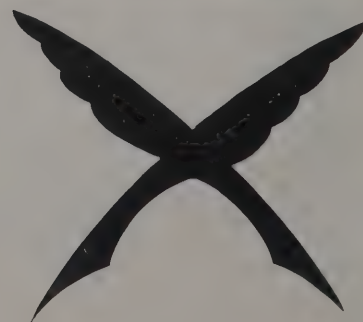
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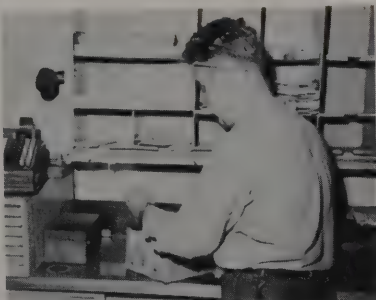
D. M. MOORE  
PNI, USN



ADMIN







PREPARING THE DEAR JOHN MUSTER



THIS ISN'T THE SHIP'S OFFICE!



TERRORIZING THE NATIVES

WHO SAID YEO-  
MEN DON'T  
WORK?



MESSY YEOMAN!



COFFEE BREAK



A GIRL IN EVERY PORT



HANG 'EM ALL!



HUB OF ACTIVITY



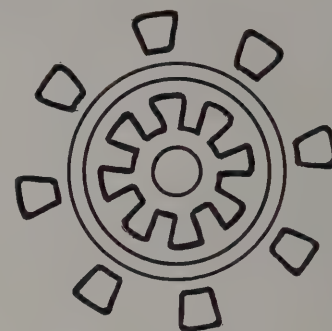
HISSIE, AYE!







J. R. CHAPMAN  
LTJG, USN



H. EICHENBAUM, JR.  
ENSIGN, USN

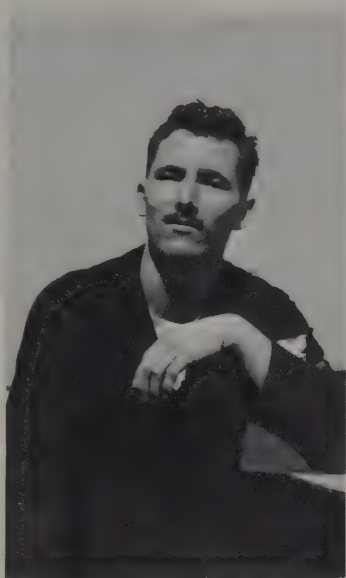
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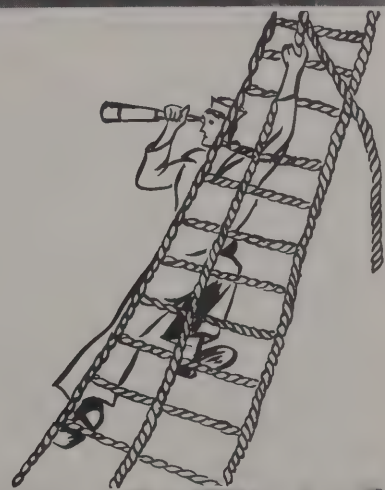
R. E. PRIM  
QMCA, USN







WHO'S LOST?







R. S. KEPNER  
LT (MC), USN

# H AND D



D. D. KINSER  
LT (DC), USNR



W. H. PHELPS  
HMCS, USN







SUCCESSFUL, BUT HE DIED . . .



DOC'S LITTLE HELPER



A WELL-HUNG DOC



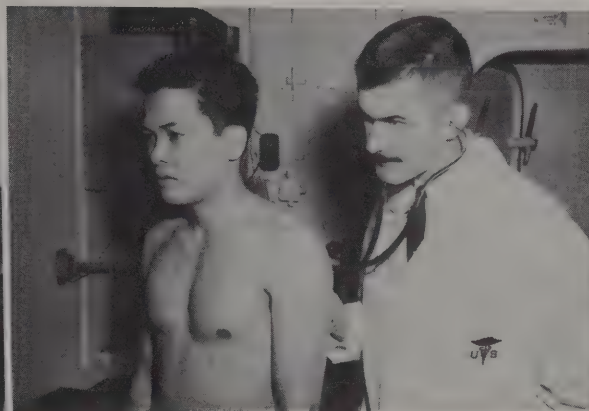
BE BRAVE, DOC!



OVERTIME IN SICK BAY.



IT WON'T HURT . . . MUCH!



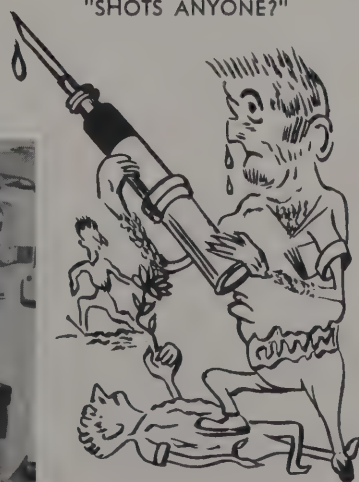
DIAGNOSIS—SPRAINED TOE



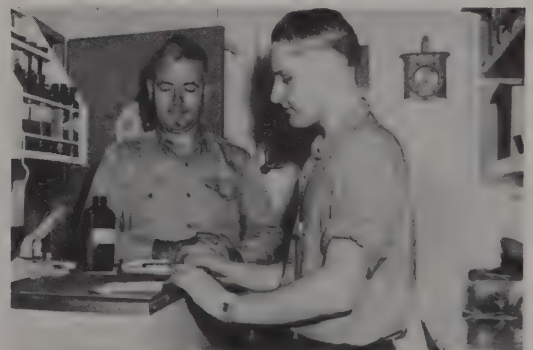
SAWDUST!

EICHE, NEI, SAN, SHE, GO, ROKU . . .

WHOOPS, I PULLED THE WRONG ONE.



"SHOTS ANYONE?"







S  
T  
A  
F  
F

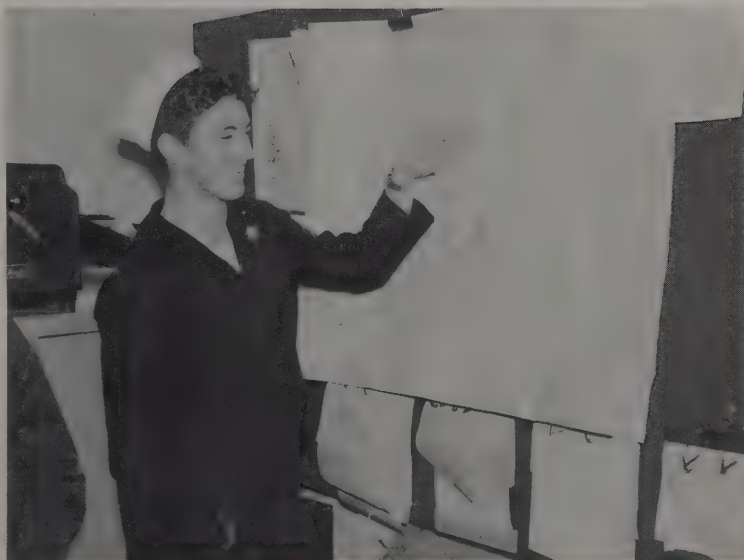






STAFF AT WORK!

TEN FOR FOURTEEN





# HAWAII

## ALOHA!



After eight days at sea from San Diego, we sighted our first landfall, the Hawaiian chain. We headed toward the "gathering place", Oahu, on which the 50th state's capitol, the exotic Honolulu, is located. We were greeted by the World famous Diamond Head overlooking Waikiki Beach. In addition we noted the Aloha Tower framed by graceful palm trees and the holiday air that seemed to envelope the green hazy mountains and inviting beaches was ever present. Here we were at Mitchner's "paradise on earth", and Mark Twain's "loveliest fleet of islands that lie at anchor in any ocean"—the land of hula skirts, poi, pineapples, tourists, Kaiser, Diamond Head, Pearl Harbor, Schoffield Barracks, Waikiki Beach, surf boards, brown-skinned wahines, leis and delightful weather. No one had to wait on us at liberty call as we set out to see this paradise. We had to admire the sun tan on the natives and could tell right off they spent some of their time in the sun. It wasn't long before we were lobster red, and we felt like, and stood out like, sore thumbs. We soon found out that these foreign looking Americans knew lots of English, and that "Aloha" meant the equivalent of "Hello", as long as they could understand us, we were OK. Waikiki

Beach was too crowded for us, so we went on up to Punchbowl, Hawaii's National Cemetery. It turned out to be one of the most striking points we were to see. A tour of the island revealed many quiet beaches and coves as well as a beautiful Mormon Temple. We had to leave for Operation Silver Sword, then for Japan, but we would return when we were homeward bound.







BEACHNICKS



WHOA, NELLIE!

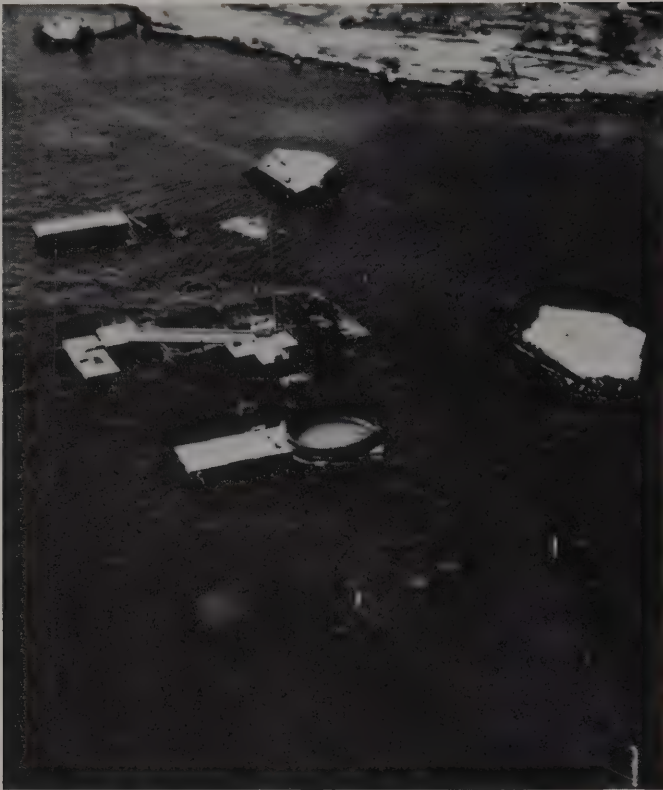


"Aloha, sir . . . and I hope you enjoy Hawaii, sir . . . and it's spelled L-e-i, sir . . . and I've heard that joke 3,227 times sir . . ."



MORMON TEMPLE





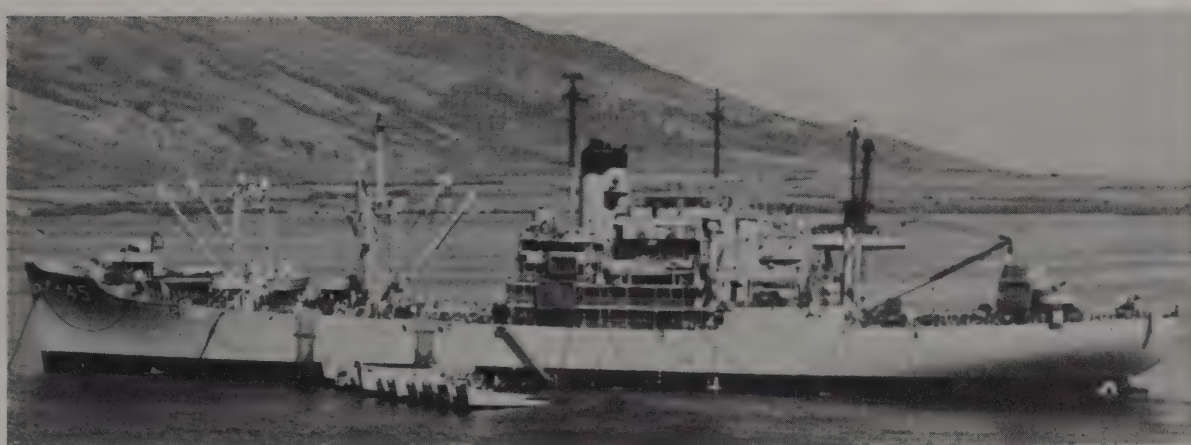
As we steamed by USS ARIZONA, the final resting place of 1,102 of our shipmates, our thoughts were once more sobered by the realization of the high price we must pay for preparedness. A simple tribute from one sailor to another is inscribed on the once-mighty ship, "Dedicated to the eternal memory of our gallant shipmates in the USS ARIZONA, who gave their lives in action. From today on, the USS ARIZONA will again fly our country's flag just as proudly as she did on 7 December 1941. I am sure the ARIZONA's crew will know and appreciate what we are doing. May God make his face to shine upon them and grant them peace." Death came swiftly to ARIZONA on a quiet Sunday morning. She had just returned from maneuvers with other battleships, and with many of her crew members either on liberty or eating breakfast when she was suddenly attacked by dive bombers that roared over in a low level attack. It took just one



plane to put her where she is resting today. A 2,000 pound bomb hit her forward deck and penetrated to the ammunition and fuel storage areas where it exploded. She literally erupted like a volcano, leaped out of the water and sunk 8 1/2 minutes after the start of the attack. Soon a memorial will be erected, financed by grateful Americans, a tribute to the men that gave their lives for their country, a reminder that the price of liberty is eternal vigilance.







# OPERATION SILVER SWORD





# SASEBO



After a three day stop at Okinawa, we headed for the place we were anxious to see, our first Japanese port, Sasebo. We could hardly believe what we saw and heard. For the first time we found out that "Hi" didn't mean "hello" anymore than "Nay" meant "no". We soon discovered that many shops had the most intriguing designs on their fronts, but very few actually told what the shops were. The natives didn't seem to have any trouble, but we had to look in to identify the shops. Some were easy, like the supermarket (upper right), although they didn't have very many prices on their goods. Under tutoring of the plentiful "hostesses", we began to pick up useful phrases and it wasn't long before arigato, doiy tosh amustay, josan and ohayo gozay-



mus began to replace such common "foreigner" language as thank you, you are welcome, girls, and good morning. We were fast becoming learned travelers. We noticed the women wear their bathrobes all day long, even outside; that the school children don't have but one suit of clothing, so that they can hand them down to younger children; that many large odd-looking houses have enormous gateways, most of them red; that many people don't like to have others look at them, so they wear masks over their faces; and that a banjo isn't necessarily a musical instrument. Some customs seemed strange at first, but we learned to act as if they were common practices to us.



BUDDHA TEMPLE

SHINTO SHRINE



USS YORKTOWN





# NAGASAKI



While in Sasebo, a tour to Nagasaki was arranged through Special Services. We set out in a bus with a very pretty josan, who entertained us during the 2½ hour ride by singing Japanese, and English songs. The first place we stopped at was the home of the English Industrialist, Glover. Here was the place Puccini's "Madame Butterfly" was supposed to have stayed. The next stop was the Peace Park. The Peace Museum revealed a sad story that happened 9



August 1945, the second atomic blast of World War II. A corner of a Catholic Cathedral, a museum, a pylon and a 66 foot Peace Statue mark the area of "ground zero". The Japanese have almost completely recovered from the devastation of the bomb, and are becoming an important nation again. A cable car ride up an overlooking mountain gave us a grand view of the city. By this time, we were weary travelers and headed Hankward.







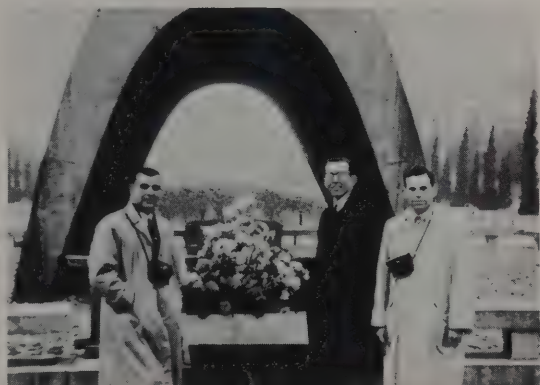
NAGASAKI





# HIROSHIMA

Our Yule Season stay at Iwakuni provided a good opportunity to make a tour of the second best known city in Japan, Hiroshima, the site of the first atomic bomb blast of World War II. With Japanese Phrase Book in hand we set out for the tyishiba to catch a keesha (not geisha). We found out on this tour that English was not an international language. It took several gestures and repeated tries at unknown words to get our points across. We found Hiroshima completely rebuilt except for the partially destroyed domed building left to remind the world of that fateful day. In the Peace Park, we found a shrine, a peace museum and three youngsters willing to pose. Another symbol of Japan's ability to rise above catastrophe is a new castle that replaced the 16th century castle destroyed by the blast. The shopping here surpassed any we had found in Japan. The selection was outstanding and prices "skoshi". After a full day of table shopping, we were ready to return to "Happy Hank" for Christmas Day.







# YOKOSUKA KAMAKURA TOKYO

Our second and most frequented U. S. Naval port in Japan was Yokosuka. Many of us were anxious to get back to Japan after leaving Sasebo, some even thought Japan was better than Okinawa! Well, we sighted the place one cold day right after Christmas and were glad to get back where the activity was, after spending the "Holiday" at a Marine Air Base called Iwakuni, Japan. Many were anxious to "see Japan" and this was the best opportunity we would have. Inland from Yokosuka, and visible on a clear day was Fuji-san, Japan's beloved extinct volcano. This most perfectly shaped mountain, recognized the world over as a symbol of Japan, rears its majestic snow-capped peak 12,000 feet above the sea. For those of us who weren't especially nature boys, Yokosuka, Kamakura and Tokyo beckoned. Amongst the bars, there were occasional shops to tempt the bargain-hunter, and test our bargaining skill. Goods only heard of back home were on display here. Kamakura is the first stop for the tourist going along the northern coast. Here in this resort town is the home of the giant Dai-butsu, or Great Buddha. The guy that said "it ain't a big thing", just



hasn't seen it yet. This magnificent 42 foot giant was cast over 700 years ago, and remains a top tourist attraction today. For those still able to see, Yokohama, Japan's most important commercial port, was next. This was probably the best shopping area we would see. For the complete abstainers, Tokyo was coming up. Here, the home of nine million Japanese, the Tokyo Tower, color television, the Imperial Palace, Geisha girls and Torii, was the place of all places. Anyone seeing this would have to say "it IS a big thing!" For one dollar you could return safely to the ship in about an hour and one-half, IF you didn't buy the wrong ticket, OR get on the wrong train, OR forget to transfer, OR. . . . We would return to Yokosuka twice more before leaving this land of geishas, Buddhas and Torii. It would be the last glimpse of a foreign land before seeing the good ol' USA! So with tears in our eyes, Geisha girls lining the shore, Fuji-san and Torii in the distance, we departed this land of near fantasy, whispering 'Sayonara' and promising to return next year.







JO TO JOSAN



SUPERMARKET, JAPANESE STYLE



GEISHA GIRLS



TOKYO DIET BUILDING







MT. FUJI-SAN



IMPERIAL PALACE  
GREAT DAI-BUTSU



KEGON WATERFALL





# TAIWAN



Our stay in Taiwan was very brief, only three days, but it was highly enjoyable and gratifying. Our mission was to deliver several tons of winter clothing to the Chinese. This "Handclasp" material was gifts from individuals, civic groups and church groups in the U. S. to the Chinese. We soon found the Chinese were very friendly and accommodating in every way. Both Protestant and Catholic representatives were on hand to receive the clothing, and could not express enough appreciation for it.

## OPERATION

A tour of Keelung, and Taipei, the capitol city, made us realize that we are very fortunate to have nice homes and plentiful food, because we saw thousands who didn't have such luxuries as these. We were entertained at a party two nights that featured top amateur talent by the Chinese. We played host to many high-ranking Chinese officers, the Mayor of Keelung and a group of Boy Scouts. We will long remember our stay in Taiwan and can happily report "Taiwan Mission Accomplished".

## HAND CLASP











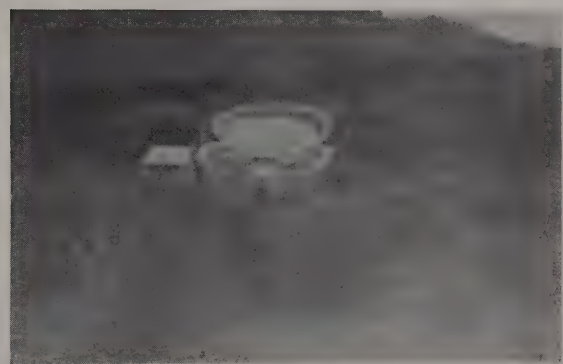
Okinawa was the springboard of most of our travels. It was here that we were introduced to WestPac liberty, won our Assault Boat Award, prepared for Operation Tulungan, and were finally relieved by COMPHIBRON 7. We found Okinawa's climate pleasant, the



# O K I N A W A



people warm and receptive, and liberty good. Geologically, the Ryukyus are the tops of submerged mountains, composed of coral and volcanic lava. Okinawa combines the old world of the Orient with the west.







At last we were underway for the teeming city of Hong Kong, declared by many to be the best liberty port in the Orient. We got our first glance of it as we rounded the channel entrance. Visible through an ethereal haze were many multi-storied buildings of white and grey. It was very exciting looking and we could hardly wait to hit the beach. As we approached our bouy, we were greeted by a few hundred sampans that were either begging or trying to peddle value-less merchandise. We finally nosed them out, moored and

# HONG

waited for liberty call. We stayed at Fenwick Pier landing only long enough to change U. S. dollars into HK dollars, then we proceeded to a tailor to purchase some rags. Many of us even got a fleece before we were through. There was no problem in offers to take us to the "best tailor in Hong Kong." The people here were very "friendly", they offered to take us on tours, to all the best places, etc. Even the tailor served us free drinks. Boy, did we get to him. We must have drunk at least a dozen beers! After "taking" him, we proceeded to see this "free port". Tiger Balm Garden was first on our list, and we journeyed to this "foreign Disneyland". Next was a tram ride to the top of the hill overlooking the city. Both were great, and since it was growing late, we decided to try again.



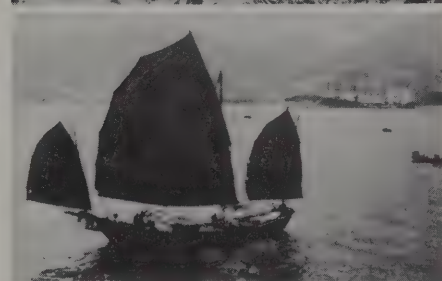
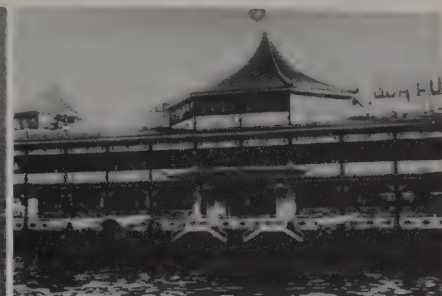




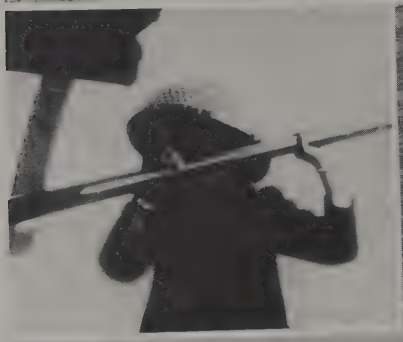
A tour of the mainland revealed the river people who are born, raised and die without leaving their floating home. Poverty was rampant in almost every corner. From a hill overlooking the border, we could see from the free world into the land of bondage—Communist China. We were thankful we weren't on the other side. A shopping tour the following day showed that almost all known items were available there. Fine Oriental rugs, ginger jar lamps, glassware, carved ivory, silk, cashmere, woolens, pipes, carved furniture, radios,

# KONG

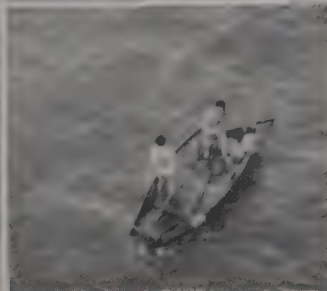
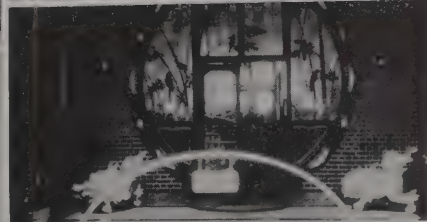
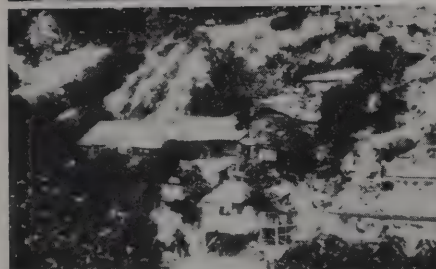
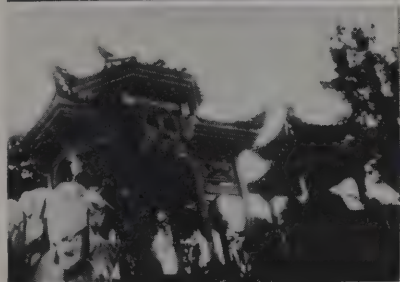
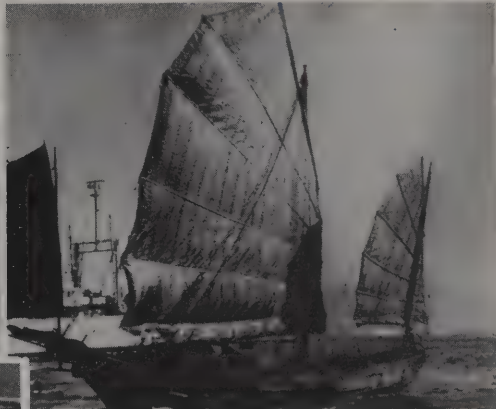
televisions, tape-recorders, perfume, and countless other items were for sale. Many of us began to wish we had been a little more prudent with our money in Japan and Okinawa, but it was too late for that now. All we could do was look and determine to save our money for Hong Kong, if and when we returned next year. Walking down the busy streets was stimulating and exciting. It provided an opportunity for us to see the many different races of people selling goods, buying and just "looking around". A ride on the Star Ferry didn't turn up Susie Wong, but was enjoyable and we did see some better-than-average girls. The six day tour was even shorter than our money. We will agree that Hong Kong was beyond comparison with any port we visited this tour.













# CHANGE OF COMMAND USS HENRICO



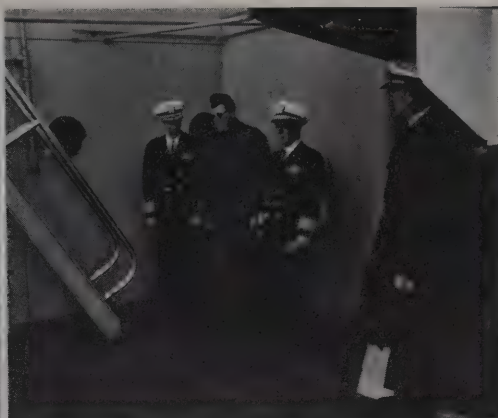
## AMPHIBIOUS SQUADRON ONE







COMPHIBPAC



3RD MARINE DIVISION



COMPHIBGRU THREE



CONVOY COMMODORE



CHINESE OFFICERS



SILVER SWORD OBSERVERS



CHINESE MAYOR & ADMIRALS



19TH AMPHIB ANNIVERSARY



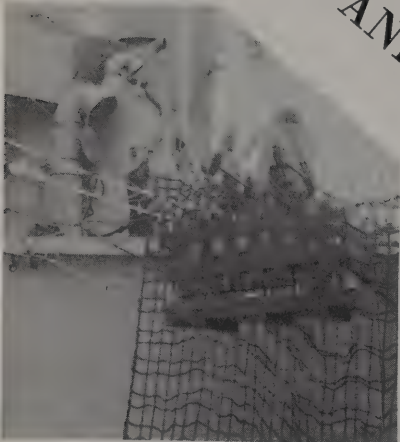
20TH AMPHIB ANNIVERSARY



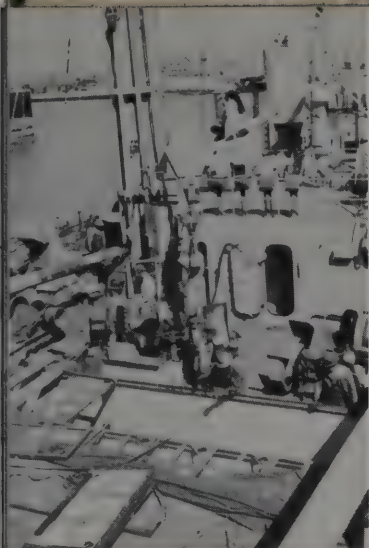
CHINESE OFFICERS



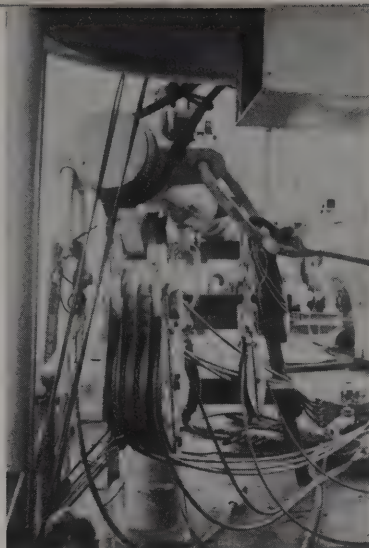
# TROOPS AND OPERATIONS



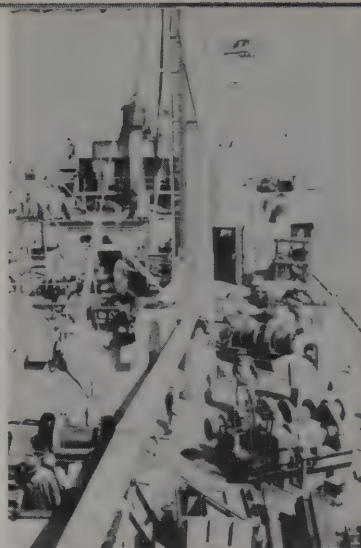




IN THE YARD



WHO SAID DOWN SEVEN?



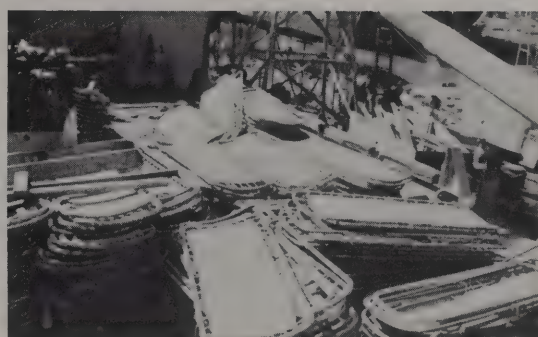
SQUARED AWAY



CARRY ALL TRASH TO  
THE FANTAIL



MOTHBALL SHIP



RACK TIME



HEY, YOU CAN'T PASS ME

## PREPARATION AND DEPARTURE



STOCKING FOR WESTPAC



IT'S HANK BY A LENGTH



ANCHORS AWEIGH



WHO HAS THE CONN?



WANNA DRAG?





LOCAL BOY MAKES GOOD



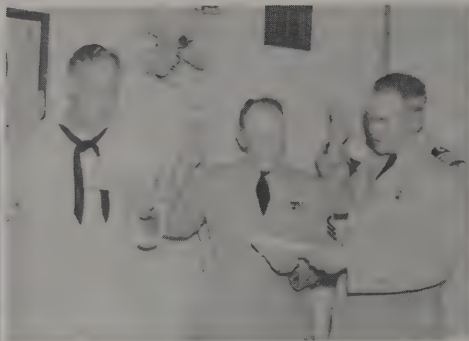
IS IT REALLY MINE?



"AW SHUCKS, IT WAS REALLY NOTHING, CAPT".



SUPER ENSIGN



I DO



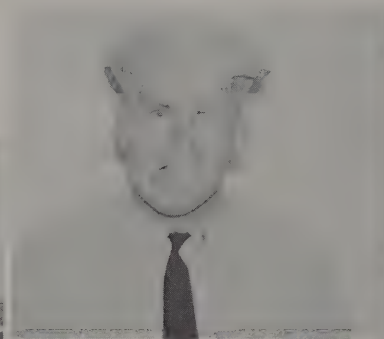
TWO MORE FOR HANK



BULL ENSIGNS



WHY NOT? EVERYBODY'S DOING IT.



AND FOR MY NEXT ACT . . .



SEE WHAT I MEAN?



IF YOU TOUCH THAT FROSTING, I'LL . . .



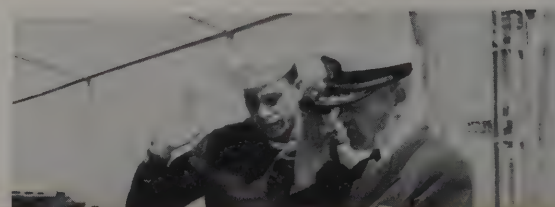
CHARGE!



OOD AND JOOD



P  
O  
W  
W  
O







"SING ALONG WITH PADRE"



IF IT DON'T MOVE, PAINT IT.



WHERE'S MY CANDLEBRA?



LIBERTY CALL!



DUH . . . NO FAIR HITTING  
BELOW THE BELT



FOR MY FANS BACK HOME



ACHOO . . . !

GEE, DO WE HAVE TO HAVE A CRUISE BOOK?

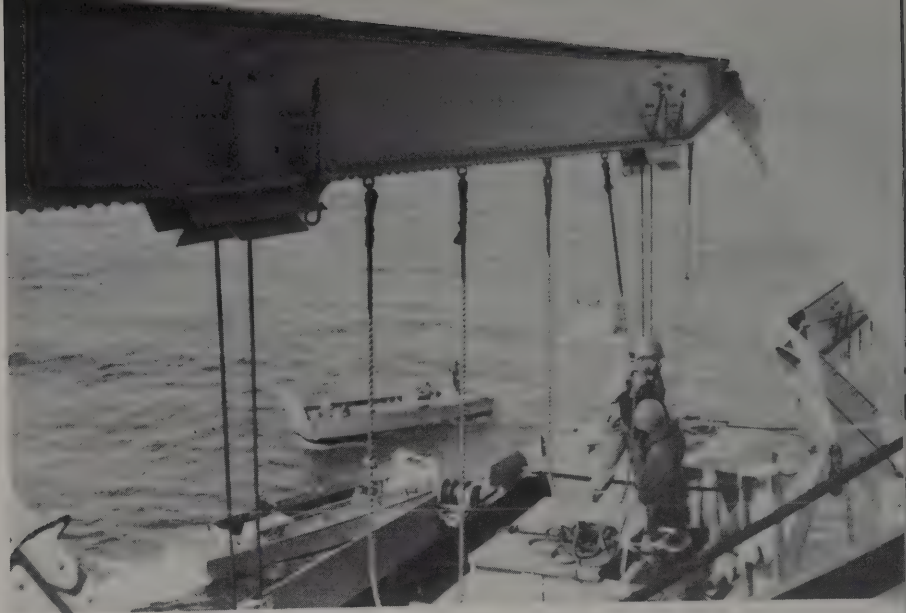
SO, WHO'S STERLING MOSS?







WELL CHAPERONED!



CAN'T I HAVE AT LEAST ONE DRINK?



ALMS, DOZO.



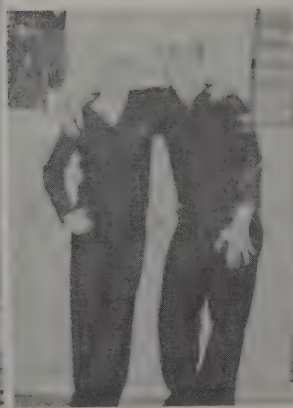
DO - RE - ME



MUSCLES



"YOU THROW FIRST!"



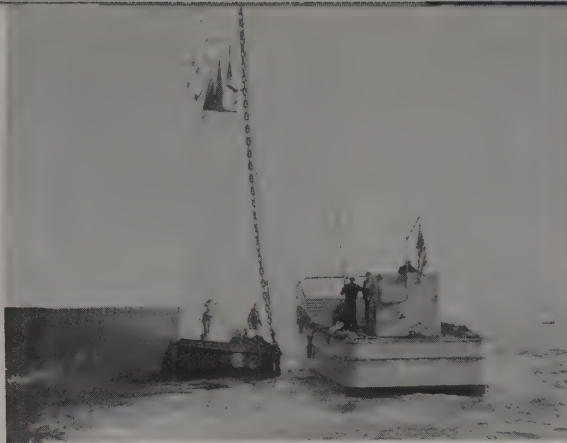
"I'M NOT REALLY THAT GOOD."



GMS AT WORK



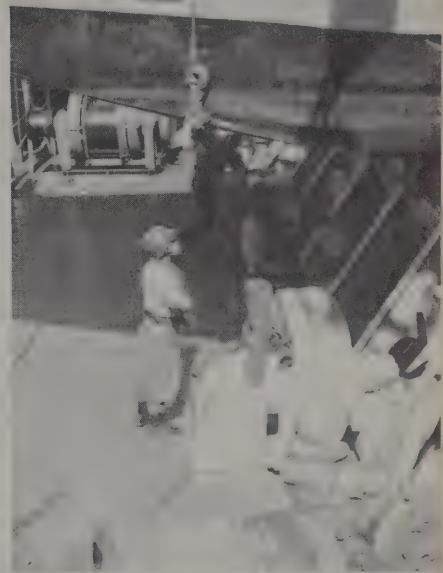




WHERE'S MY M-1



I'D RECOGNIZE THAT FACE ANYWHERE



ONE IN EVERY CROWD



CHOW DOWN



GUNG HO!



HEY, COME BACK!







WAR IS HELL!



MUSHI, MUSHI



BOATS TO THE RAIL



TO THE GENERAL . .  
AND THEN I SAID







BATTER UP

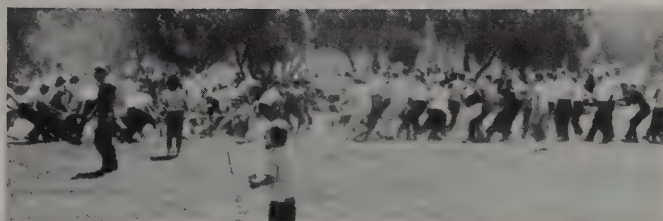
# SHIP'S



# PARTIES



LETS TALK IT OVER



HEAVE HO!



HEY! THAT'S NOT A FOOTBALL!

# AND



# PICNICS

CHARGE!



"ON THE BELL, COME OUT FIGHTING"



"AND THERE I WAS SURROUNDED . . ."



OPS IN ACTION

IN HONOR OF NEW J.E.'S







ABORGINE DANCE



TAIWAN TWIST



PARTY TIME!



PRETTY AS A PICTURE



AFTER HOURS IN RADIO I



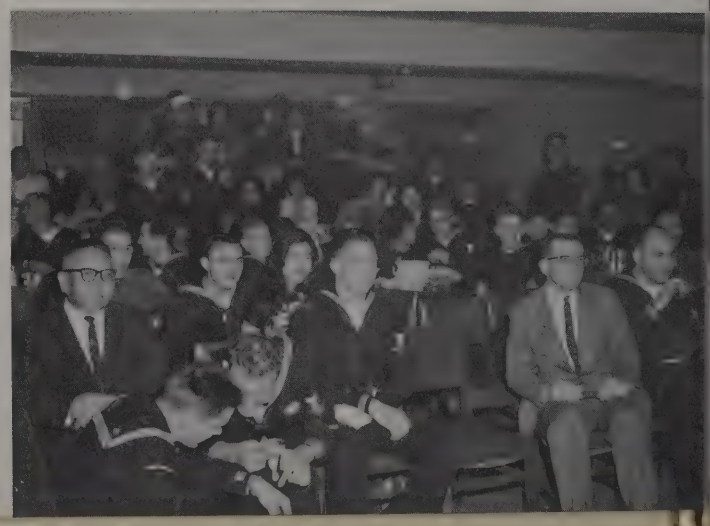
KEELUNG CAPERS



WAKE UP, REED



PARTY DOLLS







LET'S HAVE A PARTY!



ELVIS



DRINKING LIKE A FISCH



Hic!



"CHEERS", MR. MEYER



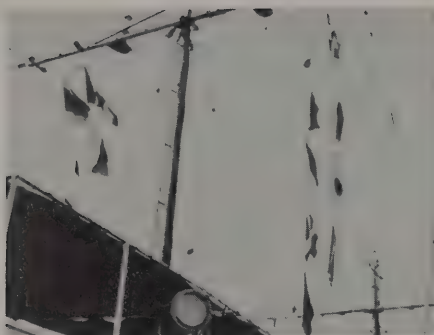
J  
A  
Z  
Z  
M  
A  
N



WATCH THE BIRDIE!







UNDERWAY



FROM



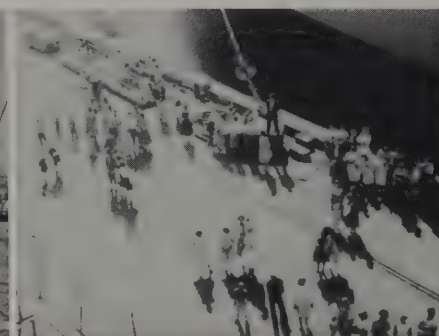
JAPAN!



CLOSE . . .



. . . CLOSER



. . . HOME AGAIN!

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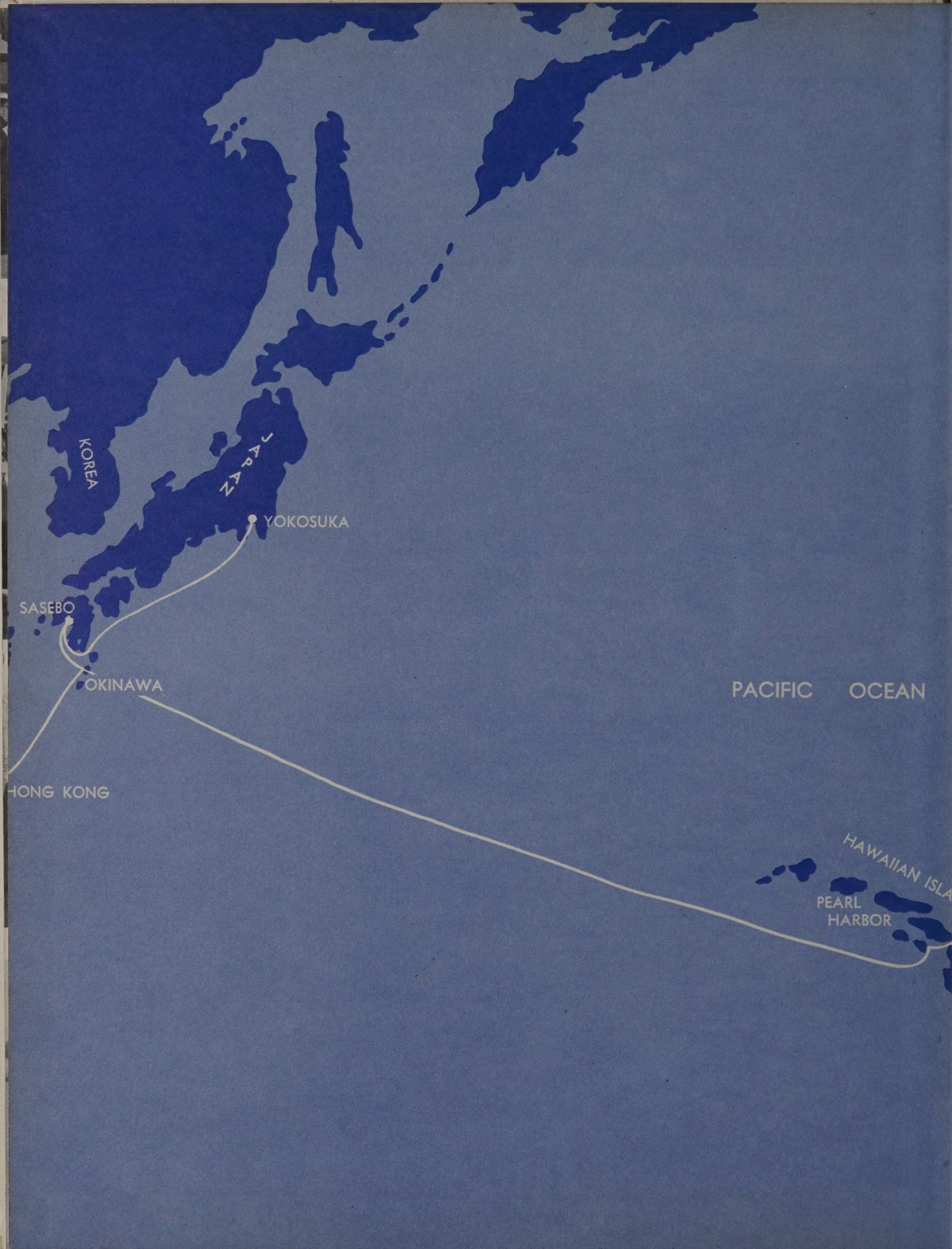
THIS IS THE END











KOREA

JAPAN

YOKOSUKA

SASEBO

OKINAWA

HONG KONG

PACIFIC OCEAN

HAWAIIAN ISLANDS

PEARL HARBOR



SAN FRANCISCO

SAN DIEGO

Deployment Schedule

- 24 Oct.-15 Nov.—Pearl Harbor
- 28 Nov.-2 Dec.—Naha, Okinawa
- 4 Dec.-13 Dec.—Sasebo, Japan
- 15 Dec.—Numazu, Japan
- 16 Dec.-18 Dec.—Yokosuka, Japan
- 21 Dec.—Naha, Okinawa
- 23 Dec.-28 Dec.—Iwakuni, Japan
- 29 Dec.-8 Jan.—Yokosuka, Japan
- 12 Jan.-16 Jan.—Keelung, Taiwan
- 17-21 Jan.—Buckner Bay, Okinawa
- 24-31 Jan.—Hong Kong
- 3 Feb.-9 Feb.—Buckner Bay, Okinawa
- 12-13 Feb.—Numazu, Japan
- 13-16 Feb.—Yokosuka, Japan
- 19 Feb.—Naha, Okinawa
- 21 Feb.-4 Mar.—Sasebo, Japan
- 6 Mar.-14 Mar.—Buckner Bay, Okinawa
- 19 Mar.-30 Mar.—Philippines
- 5 Apr.-10 Apr.—Buckner Bay, Okinawa
- 12 Apr.-17 Apr.—Yokosuka, Japan
- 30 Apr.—Pearl Harbor, Hawaii
- 9 May—San Diego, California



